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Approved For Release 2003/11/19 : CIA-RDP63-00313A000500060042-5

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[REDACTED]  
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22 March 1963

**MEMORANDUM FOR: AFIGO-S**  
**Headquarters USAF**

**ATTENTION : Colonel Leo P. Geary**

**SUBJECT : IDEALIST Mission Information for CINCPAC (TS)**

**REFERENCE : DIA Memo to C/OSA/CIA, dtd 11 Mar 63,**  
**Subj: IDEALIST MISSION Information for CINCPAC (TS)**

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1. Reference letter from the Chief, Special Activities Office, DOD/DIA, implies that Admiral Felt is dissatisfied with notification procedures which have been in effect since January 1961. Since neither the DIA nor the CINCPAC staff officers are identified, it is difficult to determine at what level the complaints were made.

2. A review of the actions taken and the philosophy behind procedures in effect may be in order. At the time of initial contact with Admiral Felt, it was his decision that only two people on his staff would be briefed IDEALIST/TACKLE. For this reason, the [REDACTED], or his designated representative, contacts Admiral Felt, his vice commander or his Director of Operations personally when IDEALIST/TACKLE operations are in process. It is possible that CINCPAC has not seen fit to keep other interested staff officers informed. It is further possible that the individuals concerned have no need for prior knowledge of intended tracks. This information is always provided to the community after the fact. Additionally, the decision made by CINCPAC was made with full realization that his subordinate commands, such as PACAF and Seventh Fleet, would be advised of the exact times and coordinates of takeoff, friendly radar penetrations and exits, coast

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in points, coast out points and landing to enable them to carry out theater responsibilities. The Joint Reconnaissance Center has reviewed all procedures and approved them as adequate for JCS. Attached is a list of messages provided CINCPAC for each mission.

3. The use of special airlift was approved by your office after it was learned that take from IDEALIST/TACKLE missions was moved on overwater flights via C-47 aircraft. After initiation of C-130 special airlift CINCPAC made several recommendations to reduce the burden and yet accomplish the airlift requirement. These recommendations have been implemented. This matter has since been raised with COMOR and the official response denies their acceptance of delays in order to meet scheduled airlift. The most recent review of schedules reveals that delays will vary from 12 hours to 3 days.

4. The Agency will take the position that tracks over denied territory should not be passed beyond the Washington complex unless the need is established and agreed to by proper authority. Further, if the need is established, the action office should be JRC or USAF as opposed to DOD/DIA.

5. Request that your office take action on the reference letter and that future requests of this nature be channeled through the DNRO (S), or AFIGO-S.

FOR THE DEPUTY DIRECTOR (RESEARCH)

BY:

JACK C. LEDFORD  
Colonel, USAF

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Attachment

C/OD/OSA:DES:js

Distribution:

- Cy 1 - Addressee w/att *ref (cy 2)*
- Cy 2 - AD/OSA w/o att
- Cy 3 - OD/OSA w/o att
- Cy 4 - C/OD/OSA w/o att
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MESSAGES PASSED TO CINCPAC

1. Alert: 24 hours prior to mission takeoff.
  - a. Mission number.
  - b. Area of intended overflight.
  - c. Intended takeoff time and date.
  - d. Total flight time.
  - e. Remarks:

(1) Seventh Fleet is notified at

25X1C

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(2) CINCPAC is requested to pass to Seventh Fleet on all IDEALIST missions.

(3) Airlift requirements for take and DTG for final confirmation is established.

NOTE: Message to JRC includes statement "CINCPAC has been advised."

2. Takeoff: No message sent as takeoff assumed to be on schedule. See paragraph 5. below.

3. Delay, cancellation, abort or emergency:

a. Delay provided to CINCPAC as soon as possible after decision made. Normally this information is provided at least 4 hours prior to scheduled takeoff. The new takeoff time is established in this message.

b. Cancellation: Provided to CINCPAC as soon as possible after decision is made. Normally this message is received by CINCPAC at least 4 hours prior to scheduled takeoff. Included when appropriate are reasons for cancellation.

c. Abort: Provided to CINCPAC as soon as possible. If aircraft airborne message advises status and location of aircraft and base and time of intended landing.

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d. **Emergency:** This message to be used only if aircraft abandoned, crash landed or an incident appears likely over denied territory.

4. Confirmation of take airlift requirement provided 4 hours prior to takeoff. Approximately 20 hours are allowed from confirmation to required arrival in  25X1C

5. Mission approval at Go-No-Go time; takeoff and landing reports not sent since other messages provided for- give immediate advice on deviations from plan.

6. After the fact intelligence information is provided through other channels.

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